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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT [redacted]

CD NO.

COUNTRY	Poland	DATE DISTR.	6 June 1950
SUBJECT	Production in the Liquid Fuel Industry and in Hydrogenation Plants	NO. OF PAGES	8
25X1A PLACE ACQUIRED	[redacted]	NO. OF ENCLS. (LISTED BELOW)	1 Annex *
DATE OF INFO.	[redacted]	SUPPLEMENT TO REPORT NO.	

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A Basis of Raw Material

1. Crude oil extraction:

a. After losing to the Soviet Union the rich oilfield regions in Eastern Galicia (near **Boryslaw** (S 50/A 89) and Stanislau (45°56'N/24°42'E)) Poland was left only the oil-yielding regions of Western Galicia near **Jaslo** (R 50/Z 55), Krosno (R 50/Z 74), Gorlice (R 50/Z 34) and Sanok (R 50/V 02).

b. The crude oil production in this oilfield region of Western Galicia was:

1926	70,000 tons	
1938	136,000 tons	
1946	117,000 tons	
1947	127,000 tons	(scheduled: 135,000 tons)
1948	140 to 150,000 tons	(scheduled: 155,000 tons)
1949		(scheduled: 195,000 tons, actual amount of production unknown)

c. This oil production means only 25 to 30 percent of the oil Poland needs. Poland therefore tries to open other oil sources by drilling new wells SW of Przemysl (S 50/W 55), near **Rzeszow** (R 51/W 74) and in **Kujawy** (near Hohensalza/Inowroclaw (P 53/J 15). According to reports only the drilling operations SW of Przemysl **have been successful up to this time.*** 25X1A

2. Natural-gas extraction:

a. Natural gas was reported to be available near Roztoki (Q 50/Y 16), Przyborow (Q 50/Y 05), Debonica (Q 50/O 89), Gorlice (R 50/Z 34) and Sanok. In exchange for Polish benzol Poland also receives natural gas from Dszawa (S 50/B 38) near Stryj (S 50/B 28) which became Russian in 1945.

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b. The Polish production of natural gas was said to be
137 million cu. meters in 1946, and
156 million cu. meters in 1947.
No figures are available for 1948 and 1949.

c. Most of the natural gas is used for firing. About one-third of the natural gas production is reportedly worked into liquid power fuel. This would mean that from around 50 million cu. meters of natural gas about 132,000 tons of gasoline are produced in Poland, as the Fischer-Tropsch system yields about 1 liter of gasoline from 300 liters of natural gas. Facilities required for such a production figure are, however, still inadequate. A plant for making fluid power fuel from natural gas is under construction in Tarnow (R 51/Z 94) according to a Polish newspaper report. It is not known, however, whether this kind of production has been started. As, according to a reliable report, a natural-gas line is running from Sanko via Krosno, Jaslo, Tarnow, Krakow (Q 51/Z 24) to Auschwitz/Oswiecim (Q 51/Y 74), it may also be possible that gasoline is produced from natural gas in the hydrogenation plant in Dwory (Q 51/Y 74) near Auschwitz/Oswiecim. But the capacity of this plant is still far too low (see para C 8 e).

d. Poland produced gasoline from natural gas before World War II. This production procedure was obsolete however and rather unproductive with no more than 4,500 cu. meters of gasoline produced from about 69.5 million cu. meters of natural gas in 1934. Fluid power fuel therefore can now only be produced in small quantities in Poland although this kind of production may gain in importance in the near future.

3. Production of benzol:

a. In Poland benzol is mainly obtained in connection with coking of pit coal in gasworks and coking plants. According to various reports the gas production in 1949 was:

In Polish gasworks	about 347 million cu. meters gas
In Polish coking plants	about 2,000 million cu. meters gas.

b. As about 25 kg of benzol are obtained from a production of 1,000 cu. meters gas, a production of about 58,000 tons of benzol may be assumed in Poland in 1949.

c. Benzol is also obtained from the distillation of pit coal tar and slow carbonization of pit coal. No figures are available for this kind of production.

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4. Production of alcohol:

a. The production of alcohol in 1949/1950 was:

From potatoes	37 million liters	about 29,000 tons of alcohol
From sugar beets	35 million liters	about 28,000 tons of alcohol
	72 million liters	about 57,000 tons of alcohol.

b. Following the German BV Aral plan, Poland developed a standard power fuel BAB (Benzine-Alcohol-Benzol) for automotive gasoline. It is a mixture of 60 percent gasoline, 20 percent alcohol and 20 percent benzol. With an expected consumption of 150,000 tons of automotive gasoline in Poland in 1949, the required portion of benzol and alcohol, i.e. 30,000 tons each, can, without difficulties, be supplied by Poland's production.

B Mineral Oil Refineries

5. The following mineral oil refineries are known:

	Capacity in tons of oil output
Refinery in Czechowice (C 50/X 88)	110,000
Refinery of the former Galicyjskie Karpackie Naftowe Towarzystwo Akcyjne in Jedlice (R 50/Z 76)	100,000
Refinery of the former Karpackie Naftowe Towarzystwo Akcyjne in Dziedzice (C 50/H 89)	60,000
Refinery in Trzebinia (C 51/Y 95)	140,000
Lubricating-oil refinery in Zabrze/ Hindenburg (C 51/Y 47)	?
Refinery of the former Standard Nobel, Corp., in Gorlice (R 50/Z 34)	60,000
Refinery of the former Towarzystwo Naftowe Limanowe in Limanowa (R 50/Y 85)	90,000
Refinery Jaslo in Nieglowice (R 50/Z 55)	70,000

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Refinery Fanco in Ostryski Dolne (S 50/W 31)	70,000
Refinery in Glinik Mariampolski (E 50/S 34)	60,000
Refinery in Katowice/Kattowitz (C 51/I 57)	40,000
Lubricating-oil refinery in Chorzow (C 51/J 51)	?
Total capacity	800,000 tons of crude oil output

All these figures are prewar figures. No reliable data are available on the present state of the Polish refineries and their production.

6. The refining output of crude oil in the Polish refineries prior to the war showed the following average percentage:

Gasoline	16.1 percent	Paraffin	5.4 percent
Kerosene	32.5 percent	Semi-finished products	1.9 percent
Gas oil	17.5 percent	Other products	5.3 percent
Lubricating oil	13.2 percent	Losses	8.1 percent.

These figures will hardly have changed since the war.

7. No information on the location of the refineries mentioned, the present amount and kind of production and the number of employed persons is available. Only the Trzebinia refinery was reported in mid-1948 to have started refining crude oil from Iran at a rate of 24,000 tons per month. As the yearly capacity of this refinery was said to be only 140,000 tons, other refineries are probably also engaged in refining imported Iranian crude oil.

C Hydrogenation Plants

8. The Poles took over from Germany the following hydrogenation plants, some of which were destroyed by enemy action or dismantled by the Soviets:

a. Hydrogenation plant in Police near Stettin/Szczecin (O 54/C 55).

This plant was built prior to World War II and, ranking next to the Leuna Works, was the second largest hydrogenation plant with a yearly capacity of 337,000 tons. It was damaged by air raids in 1944 and entirely stripped by the Soviets in 1945. No report has been received that the Poles started re-conditioning this plant.

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b. Hydrogenation plant in Blechhammer near Heydebreck/ Kedzierzyn (P 51/Y 08) (see sketch)

(1) Built prior to World War II, the Blechhammer hydrogenation plant had the following capacities

1943: 40,000 tons of nitrogen

212,000 tons of aviation gasoline

20,000 tons of methanol

1944: 40,000 tons of nitrogen

212,000 tons of aviation gasoline

48,000 tons of methanol

up to 20,000 tons of isobutyl, tannol, oppanol as basic products for Buna for which the production of methanol had to be reduced accordingly.

(2) The plant was entirely stripped by the Soviets in 1945 and rebuilt in **Kemerovo** (55°12'N/86°06'E) under the direction of Dr. Klink, manager of the Kraftstoff and Industriebau GmbH and the Lintsch Firm in Berlin (N 53/Z 75).

(3) Although reports on the reconstruction of the plant in Blechhammer were contradictory, it can be assumed that there is no production.

c. Hydrogenation plant in Reigersfeld near Heydebreck/ Kedzierzyn (P 53/X 77) (see sketch)

This plant was built during the war. The production was to be started in 1945, so no production figures are known. The plant was entirely dismantled by the Soviets in 1945. No information on the reconstruction of the plant by the Poles is available.

d. Hydrogenation plant in Oderthal/Deschowitz or Beszowice (P 51/X 99) (see sketch)

(Formerly property of Count Schaffgotsch).

Construction of the plant was started in 1937 and the first section finished in 1943. Only hydrogenating **work was done in** this plant. The capacity was 25,000 tons in 1944. In 1945 the plant was entirely dismantled by the Soviets. According to an unconfirmed report, 700 workers are now engaged in reconstructing the plant. Part of the machinery is allegedly **being supplied by Sweden.**

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e. Hydrogenation plant in Dwory near Auschwitz/Oswiecim

This plant was built during the war.

Capacity in 1943: 48,000 tons of methanol

60,000 tons of gas-motor and Diesel fuel and oil fuel.

Eighty percent of the plant was destroyed by an air raid. The Auschwitz II plant was then built close to the destroyed plant.

Capacity in 1944: 40,000 tons of methanol

18,000 tons of Buna

100,000 tons of gasoline-engine and Diesel fuel, and fuel oil.

The plant was entirely dismantled and, along with 150 German specialists, transferred to **Kemerovo** in 1945. Re-erection in **Kemerovo** was confirmed by numerous reports.

The Poles received from the Soviets on reparations account a Fischer-Tropsch plant dismantled in the Soviet Zone of Germany. This plant may have come from Luetzkendorf-Krumpa (M 52/D 80) or Schwarzheide (N 52/A 23). The Fischer-Tropsch installation was entirely dismantled in the mineral oil refinery and hydrogenation plant in Luetzkendorf-Krumpa and was partially dismantled in the synthetic works in Schwarzheide (now SAG Synthese - Soviet Corporation Synthese) in 1945/1946. This synthetic installation from the Soviet Zone of Germany is being re-erected by the Poles in Dwory since 1947. The Polish three-years' plan provided for a production of 20,000 tons of gasoline in the second half of 1949; this would mean a capacity of 60,000 tons per year. Available information indicates that the plant started production in 1949.

Raw material and fuel basis of the plant:

Coal

Natural gas from the Sanok, Krosno, **Jaslo districts**

Coking gas from **Myslowice** (O 51/Y 60) and Maehrisch-Ostrau (I 50/O 59).

f. Hydrogenation plant in Waldenburg/Walbrzych (O 51/L 07).

Methanol is the only production of this plant. The capacity was as follows:

In 1942 15,000 tons

In 1943 40,000 tons

In 1944 40,000 tons.

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No information is available on this plant since the Soviet and Polish occupation.

g. The above indicates that there is reason to assume that, of all the hydrogenation plants mentioned, the Fischer-Tropsch Plant in Dwory near Auschwitz/Oswiecim is the only one working with the mentioned capacity.

D Fuel Balance

9. During the last years preceding the war, the average yearly consumption by Poland of liquid fuels was:

Gasoline	about 85,000 tons
Kerosene	about 135,000 tons
Gas oil and fuel oil	about 65,000 tons
Lubricating oil	about 42,000 tons
Paraffin	about 8,000 tons
Sundries	about 45,000 tons
Total:	about 380,000 tons.

10. a. The following quantities of liquid fuels were probably needed by Poland in 1949:

Aviation gasoline	about 30,000 tons
Automotive gasoline	about 150,000 tons
Kerosene	about 120,000 tons
Diesel fuel	about 155,000 tons
Fuel oil and sundries	about 70,000 tons
Lubricating oil	about 45,000 tons
Total	about 570,000 tons.

b. On the basis of the output figures of the Polish mineral oil refineries and a mineral oil production of, at most, 180,000 tons per year, Poland will be able to produce the following quantities in 1949:

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About 29,000 tons of gasoline

About 52,000 tons of kerosene

About 32,000 tons of Diesel fuel

About 11,000 tons of fuel oil

About 24,000 tons of lubricating oil.

c. Another 20,000 tons of synthetic gas must be added to the 29,000 tons of gasoline obtained by refining mineral oil, so that Poland can provide 49,000 tons of motor gasoline. As the production of automotive gasoline requires 30,000 tons of alcohol and the same amount of benzol, Poland will be short 41,000 tons of gasoline which must be made good by importation.

d. According to unconfirmed information, all the required aviation gasoline and a portion of the lubricating oils are imported from the Soviet Union. Motor gasoline and Diesel fuel are chiefly obtained from Hungary. Five thousand tons of synthetic gasoline were supplied by the Soviet Zone of Germany. Rumania allegedly delivered, in 1949, 30,000 tons of mineral oil derivatives by sea and 10,000 tons by rail. Crude oil is supplied from Iran and Albania. No exact figures are available on these crude oil supplies. According to unconfirmed information, Albania furnished Poland with 10,000 tons of crude oil in 1949, 56 percent of which was worked into asphalt and 44 percent into gasoline, Diesel fuel and kerosene.

11. It can be stated that Poland has a yearly deficit of approximately 40,000 tons of mineral oil derivatives. This means an additional need of about 90,000 tons of crude oil (given favorable composition of the crude oil and appropriate installations).

1 Annex: Sketch showing location of hydrogenation plants.

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